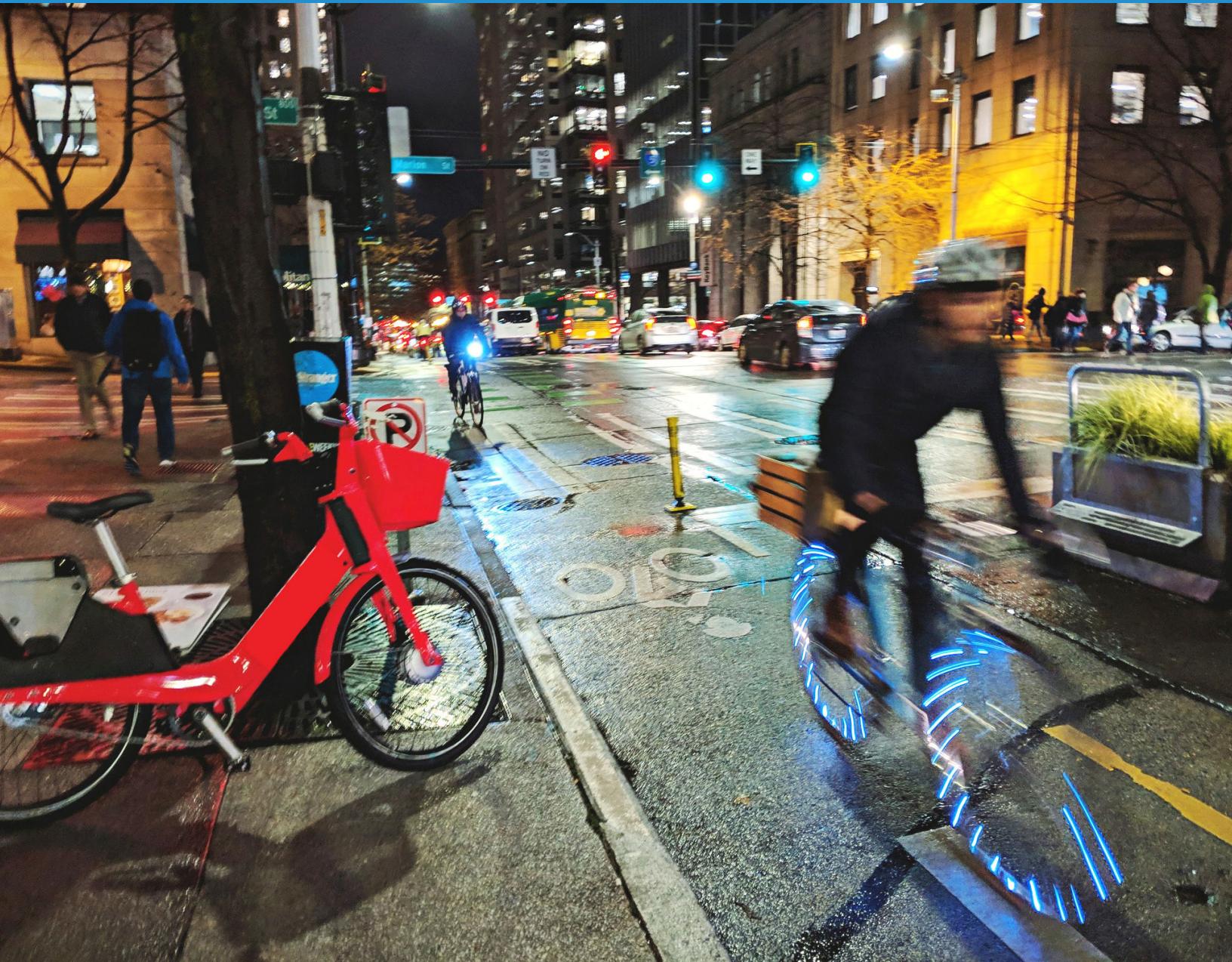


Seattle Department of Transportation

# 2019-2024 IMPLEMENTATION PLAN

## Seattle Bicycle Master Plan



June 13, 2019



**Seattle**  
Department of  
Transportation



Dear Neighbors,

To create a city of the future, we must build a more connected city that has safe, affordable, and reliable options for people walking, rolling, taking transit, and biking, no matter where you live. Our multimodal network will give people real transportation choices, fight climate change, make our communities healthier and safer, connect people wherever they need to go - including to opportunities like jobs, school, and training – and achieve our Vision Zero goals.

A robust and connected network of bike lanes and greenways ensure people of all ages and abilities have more options to get around our city. It is central to our city of the future. Over the past 18 months, we have taken important steps to help realize that vision. Our city has invested over \$21 million in bike infrastructure, including planning, design, and construction and installed 13 miles of new facilities and over 800 new bike parking spaces. We took a major step last year to create the nation's largest permanent free-floating bike share program, which supported two million rides in 2018. Over the last year, we saw bike ridership increase by 12 percent over 2017, and we were named the "Best Bike City" by Bicycling magazine. Our work continues to make Seattle one of the most bike-friendly cities in the country. This year, the City of Seattle will deliver an additional 11 miles of bike safety projects.

We remain committed to making the most of our available resources through the Levy to Move Seattle to deliver on the Bike Master Plan. While more work remains to create a truly connected network, we're confident this plan sets us up to build a robust, long-term vision of a connected Seattle in the years to come. We knew that in order to make the most of our available Move Seattle resources, we had to update and create a responsible implementation plan that ensures we can deliver on the commitment to continue building a complete bike network.

Understanding the financial challenges, we listened to the community about how we can best use our available resources. The updated 2019-2024 Implementation Plan is the first time the Seattle Department of Transportation (SDOT) has published a draft implementation plan for public input. We are grateful to be part of a community that cares deeply about the future of our city and a truly connected bike network. We listened to your feedback and worked to ensure that the revised implementation plan helps us meet the goals of the Levy to Move Seattle and addresses community priorities.

This Bike Master Plan Implementation Plan reflects our commitment to fight climate change, support a multimodal transportation system that encourages the reduction of



single-occupancy vehicles, and supports Seattle's Vision Zero commitment to eliminate fatal and serious traffic collisions by 2030. This plan includes projects that build crucial connections and that were identified by community as priorities. The plan also addresses geographic inequities and adds priority connections that serve communities located in Southeast Seattle.

With Seattle's rapid growth and soaring construction costs, this implementation plan is prioritized, responsible, and realistic. Under this plan, the City of Seattle will invest \$76 million over the next six years to make progress on delivering the Bike Master Plan and connecting our bike network. It includes over 50 miles of new bike facilities and 29 miles of new projects funded through design and planning. It funds transformative projects that will affect how people move around Seattle including completing the Center City Bike Network, building protected bike lanes with future RapidRide investments along the Delridge and Roosevelt routes, completing the Burke Gilman Missing Link, and completing MLK Jr. Way from I-90 to Rainier Avenue. As developed, this plan would result in an almost 200-mile bike network by 2024 – a significant step forward towards creating that city of the future. With some projects partly funded, we will continue seeking additional revenue sources and grants to advance these key connections. Advancing our goal to complete the citywide bike network is vital to our vision, and we are committed to delivering the bike safety projects included in this plan.

We value the passion and commitment of residents, workers, and employers who continue to engage in making Seattle a world-class bike city. We look forward to continued engagement as we deliver the projects and programs in this plan and realize our shared vision for a truly safe, connected, multimodal network in Seattle.

Sincerely,  
Jenny A. Durkan  
Mayor of Seattle

Sam Zimbabwe  
Director, Seattle Department of Transportation

# CONTENTS

## Chapters

1. Introduction	5
2. Safety	7
3. Bicycle Master Plan Progress	8
4. Prioritization	12
5. Summary of Outreach	13
6. 2019-2024 Proposed Projects	14
7. Coordination Projects Update	35
8. Project Delivery: Taking Projects from 1% Design to 100% Construction	37
9. Funding and Costs	39

## Appendices

Appendix 1: Performance Measures	42
Appendix 2: Strategies and Actions	43
Appendix 3: Projects Removed Since 2017 Implementation Plan	49
Appendix 4: Outreach	51

# 1. INTRODUCTION

## BACKGROUND

The Seattle Bicycle Master Plan's (BMP) vision is that riding a bicycle is a comfortable and integral part of daily life in Seattle for people of all ages and abilities. The BMP identifies projects and programs to be implemented from 2014 to 2033 to achieve the vision and meet the plan's goals for safety, ridership, equity, connectivity, and livability.

Implementing the BMP also supports other city plans and priorities, including the [Housing Affordability and Livability Agenda \(HALA\)](#), [Age-Friendly Seattle](#), [Vision Zero](#), and [Seattle 2035](#).

The BMP outlines an infrastructure plan for a connected network that includes approximately 100 miles of protected bicycle lanes<sup>1</sup> and nearly 250 miles of neighborhood greenways<sup>2</sup>. The BMP also identifies activities designed to support and encourage riding such as facility maintenance, bicycle parking, and educational events.

This 2019-2024 BMP Implementation Plan identifies projects and programs that, combined with existing facilities, will make significant progress towards implementing the BMP in the next six years.

Starting in 2016, BMP implementation has been funded primarily by the Levy to Move Seattle, which was approved by voters in 2015.

## PURPOSE

This implementation plan describes the work that the Seattle Department of Transportation (SDOT) and our partners will undertake to implement the BMP over the next six years. We update the implementation plan each year to:

- Provide a list of specific infrastructure projects SDOT is planning to build each year;
- Serve as an accountability and reporting tool; and
- Guide future budget requests.

## REPORTING REQUIREMENTS

Consistent with Council Resolution 31515, this implementation plan is updated annually by March 31 of each year. Adjustments are made to the project lists and maps to reflect changes to project schedules, changes to project types, and to add or remove projects.

Also, consistent with Council Resolution 31515, SDOT submits a progress report to the City Council as part of the annual implementation plan update. The progress report summarizes progress made during the prior year, and is reviewed and endorsed by the [Seattle Bicycle Advisory Board](#) (SBAB). SDOT also provides updates to the City Council and SBAB every 6 months on the status of projects, programs, and actions in the implementation plan.

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<sup>1</sup>**Protected bicycle lanes:** facilities physically separated from motor vehicle traffic and distinct from the sidewalk; they may be one-way or two-way, and may be at street level or raised several inches above.

<sup>2</sup>**Neighborhood greenways:** neighborhood streets with enhanced crossings of busy streets, low motorized traffic volumes and speeds that are designated and designed to give bicycle and pedestrian safe and pleasant travel priority.

In 2018 Council passed Resolution 31826, a resolution relating to the Seattle Center City Bike network (CCBN). This resolution proposed an implementation schedule for the CCBN and requested quarterly status updates to the Chair of the Sustainability and Transportation Committee through 2019.



## 2. SAFETY

A central focus of the BMP is to design and implement bicycle facilities that are safe and comfortable for riders of all ages and abilities. Since the BMP was adopted in 2014, we have launched our [Vision Zero](#) initiative, which addresses safety for all travelers, and completed the Bicycle and Pedestrian Safety Analysis. These complement the BMP's focus on safety, and are described below.

### VISION ZERO

In 2015, the City of Seattle launched Vision Zero, our plan to end traffic deaths and serious injuries on city streets by 2030 through data-driven engineering, education, and enforcement. Staff who implement the BMP are now part of SDOT's Vision Zero team, which enhances collaboration and leverages our commitment to safety.

The bike facilities included in this plan provide innovative engineering and smarter street designs that support Vision Zero and the bicycle safety programs help implement the education components of the BMP and Vision Zero. To address the enforcement component, the Seattle Police Department (SPD) will continue to conduct education and enforcement efforts targeting high crash corridors and intersections, and the most frequent contributing factors to bicycle crashes: impairment, speeding, distraction, and failure to yield. We will work with SPD to educate people in advance of these patrols, so everyone will expect appropriate enforcement and develop a better understanding of the rules of the road.

### BICYCLE AND PEDESTRIAN SAFETY ANALYSIS

In 2016, we completed the [Bicycle and Pedestrian Safety Analysis](#) (BPSA), which studied eight years of citywide data to identify which roadway design and user behavior characteristics most correlated with collisions involving people walking or biking. Based on the data analysis, we developed a safety prioritization model to identify opportunities for spot and corridor improvement projects. The results of this research help inform where the BMP can prioritize bicycle infrastructure as a function of bicycle safety and where spot projects can improve existing bicycle facilities. In 2018, we launched Phase II of the BPSA to better understand the contributing circumstances of crashes involving people walking and biking. This research will continue to inform our work going forward and move us towards our Vision Zero goal. We expect that this second phase of research will be completed in 2019.

### 3. BICYCLE MASTER PLAN PROGRESS

The projects in the tables below represent those projects funded by the Levy to Move Seattle that were completed in 2016, 2017 and 2018 and collectively added 30 miles to the network. They

range from short extensions like the Banner Way Upgrade, to transformative projects like the 2nd Ave Protected Bike Lane that dramatically increased regional network connectivity.

PROJECTS COMPLETED IN 2016					
Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
2nd Ave PBL Demonstration	2nd Ave Ext S	Yesler Way	S Washington St	PBL	0.07
Delridge Way SW PBL	Delridge Way SW	SW Myrtle St	SW Holden St	PBL	0.38
N 34th St PBL	N 34th St	Fremont Ave N	Phinney Ave N	PBL	0.23
Roosevelt Way NE Paving and Safety Improvements	Roosevelt Way NE	NE 65th St	University Bridge	PBL	1.37
University Bridge PBL	University Bridge	Roosevelt Way NE	Fuhrman Ave E	PBL	0.35
Westlake Ave N PBL <sup>1</sup>	Westlake Ave N	W Raye St	Valley St	PBL	1.23
Meridian Ave N Paving and Safety Improvements	Meridian Ave N	N 103rd St	N 112th St	BL	0.44
Renton Ave S BL	Renton Ave S	51st Ave S	City Limits	BL	1.34
SW Admiral Way BL	SW Admiral Way	California Ave SW	63rd Ave SW	BL	1.39
39th Ave NE NGW Extension	39th Ave NE/NE 85th St/38th Ave NE/NE 89th St	NE 80th St	32nd Ave NE	NGW	0.8
E Columbia St NGW	E Columbia St	12th Ave	29th Ave	NGW	1.02
Wallingford NGW Upgrade (Added improvements to existing)	N 43rd St/Burke Ave N/N 44th St/NE 44th St	Stone Way N	Latona Ave NE	NGW	N/A
39th Ave NE NGW Upgrade (Added improvements to existing)	39th Ave NE	Burke-Gilman Trail	NE 80th St	NGW	N/A

**Total Miles Delivered in 2016: 8.62**

<sup>1</sup>This project did not use levy funding.

PBL = Protected Bike Lane

BL = Bike Lane

NGW = Neighborhood Greenway

PROJECTS COMPLETED IN 2017					
Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
520 Bridge Trail (WSDOT) <sup>1</sup>	SR-520 Bridge	Montlake Blvd E	City Limits	Trail	2.18
Washington Park Arboretum Loop Trail (Seattle Parks Dept.) <sup>1</sup>	New Facility	Graham Visitor Center	E Madison St	Trail	1.20
N 92nd St PBL	N 92nd St	Wallingford Ave N	1st Ave NE	PBL	0.38
Interbay Trail Connections	20th Ave W/Gilman Ave W	Elliot Bay Trail	20th Ave W	PBL	1.92
One Center City - 9th Ave N PBL (Phase 1)	9th Ave N	Westlake Ave N	Harrison St	PBL	0.35
Roy St PBL	Roy St	Dexter Ave N	9th Ave N	PBL	0.12
Dexter Ave N PBL	Dexter Ave N	Mercer St	Roy St	PBL	0.06
Western Ave PBL	Western Ave	University Ave	Virginia Ave	PBL	0.34
NE Pacific PBL	NE Northlake Way/NE Pacific St (sidewalk project)	7th Ave NE	Eastlake Pl NE	PBL	0.09
Pike/Pine PBLs	Pike St/Pine St	2nd Ave	8th	PBL	0.54
Cedar Park Elementary NGW Connection	37th Ave NE/NE 125th St/38th Ave NE	NE 123rd St	NE 145th St	NGW	1.21
Greenwood Elementary NGW Connection	1st Ave NW	N 73rd St	N 92nd St	NGW	0.98
Banner Way NE Corridor Project	Banner Way NE	5th Ave NE	15th Ave NE	BBL	0.57
Spring Street Bike Lane	Spring St Bike Lane (Bus Lane Project)	3rd Ave	6th Ave	BL	0.18
S Dearborn Project	S Dearborn St	Rainier Ave S	6th Ave S	BBL	0.69

**Total Miles Delivered in 2017: 10.81**

<sup>1</sup>This project did not use levy funding.

PBL = Protected Bike Lane

BL = Bike Lane

BBL = Buffered Bike Lane

NGW = Neighborhood Greenway

PROJECTS COMPLETED IN 2018					
Project Name	On Street	From Street	To Street	Facility Type	Facility Mileage
2nd Ave PBL	2nd Ave	Denny Ave	Pike St	PBL	0.92
7th Ave PBL	7th Ave	Westlake Ave	Pike St	PBL	0.39
Banner Way Upgrade	Banner Way	NE 77th St	9th Ave NE	PBL	0.57
S Dearborn St PBL	S Dearborn St	Rainier Ave S	6th Ave S	PBL	0.46
Eagle Staff Middle School NGW Connection	N 92nd St	Fremont Ave N	Wallingford Ave N	NGW	0.65
Highland Park NGW Connection	SW Trenton St/ 11th Ave SW	17th Ave SW	10th Ave SW	NGW	0.52
Louisa Boren STEM K-8 NGW Connection	SW Juneau St/ Croft Pl SW	21st Ave SW	26th Ave SW	NGW	0.45
Olympic Hills NGW Connection	25th Ave NE/NE 130th S/20th Ave NE	NE 127th	NE 135th	NGW	0.76
Rainier Valley NGW Phase 1	30th Ave S/ S Ferdinand St/ 46th Ave S	S College St	S Henderson St	NGW	5.54
<b>Total Miles Delivered in 2018: 10.26</b>					

Spot improvements are prioritized annually by the frequency and severity of collisions, geographic equity which is assessed through race and social justice initiative metrics, and with guidance from the prioritization in the 2017 Trails Upgrade

Plan which builds from the Seattle Pedestrian Master Plan and Bicycle Master Plan. SDOT also considers opportunities to partner with and leverage other projects.

BICYCLE RACKS AND SPOT IMPROVEMENTS COMPLETED IN 2016 – 2018			
Levy Deliverable	2016	2017	2018
Bike parking spaces added	622	466	306
Urban trail and bikeway spot improvement	10	12	12

We met or exceeded our 2018 goals informed by the Bicycle Master Plan for education and outreach, spot improvements projects, and bike racks installed. See Appendix 1: Performance Measures for more information on our safety, ridership, and connectivity achievements. We

did not meet the Neighborhood Greenway and Protected Bicycle Lane mileage goals set for 2018 for a variety of reasons including weather and contractor delays. The Projects not completed in 2018 that will be completed in 2019 are listed below:

2018 PROJECTS WITH 2019 FINAL DELIVERY <sup>1</sup>				
Facility Type	Project Name	Facility Mileage	Estimated Completion	Notes
PBL	NE 65th St Vision Zero Safety Corridor	0.74	2019	Delay of equipment. Weather.
PBL	NE 70th St PBL	0.20	2019	External agency coordination and weather.
NGW	NE 70th St NGW	0.17	2019	External agency coordination and weather.
PBL	S Columbian Way Paving Project	1.11	2019	Contracting delays. Missed the weather window for paving.
PBL	Swift Ave S/S Myrtle Paving Project	1.75	2019	Contracting delays. Missed the weather window for paving.
PBL	Wilson Ave Paving Project	0.81	2019	Contracting delays. Missed the weather window for paving.
NGW	North Seattle NGW	2.70	2019	External agency coordination and weather.
NGW	West Seattle NGW	2.21	2019	External agency coordination

**Total miles of 2018 Projects with 2019 final delivery: 9.69**

<sup>1</sup>Total number of projects planned for 2019 delivery and their corresponding mileage can be found in the final project delivery list.

In addition to the projects listed above, SDOT initiated installation of a protected bike lane on 35th Ave NE in conjunction with a paving project. After considerable community engagement, SDOT has determined not to proceed with the installation of the bike facilities at this time, but to focus corridor improvements on pedestrian safety and additional improvements to the 39th Ave NE greenway.

# 4. PRIORITIZATION

The 2019-2024 implementation plan includes a set of proposed infrastructure projects. The project list in this plan was developed using the prioritization process established in the BMP, which includes both a quantitative and a qualitative process.

## QUANTITATIVE PRIORITIZATION

Quantitatively, all bicycle projects are assigned scores based on five factors, in order of highest weight to lowest:

- Safety
- Connectivity
- Equity
- Ridership
- Livability

The sum of these scores is assigned to individual project segments, which are then divided into five different priority tiers of projects. Tier 1 is the highest scoring 20% of the projects, Tier 2 is the next highest 20%, and so on.

## QUALITATIVE PRIORITIZATION

The next step of our prioritization process considers qualitative factors including policy directives, community interest, and geographic balance. In collaboration with the Seattle Bicycle Advisory Board these factors were considered along with the quantitative data to select projects that helped to connect and extend Seattle's all ages and abilities network.

## LEVERAGING OPPORTUNITIES

Leveraging the benefits of other SDOT projects was another high priority in this year's project selection process. SDOT and SBAB prioritized BMP projects if they could be completed at the same time as other projects involving major work on a street, including bus rapid transit, paving, or safety projects.<sup>1</sup> The complete streets approach helps to reduce construction impacts and provides benefits to multiple SDOT and partner agency programs. We also look for opportunities to partner with private development to support HALA through BMP investments.

Throughout the next five years, we will also be looking to leverage funding opportunities outside SDOT and the City, including those available through Sound Transit Station Access Improvement funding. SDOT will also leverage opportunities presented by WSDOT's replacement of the SR 520 bridge in improving bike connections.

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<sup>1</sup>Approximately 25 miles of bike facilities will be delivered by other programs over the next 5 years.

# 5. SUMMARY OF OUTREACH

## (In Partnership with Department of Neighborhoods)

For the first time, we took the step of engaging the public in Bike Implementation Plan development. To do this, SDOT partnered with DON to host café-style conversations in the four quadrants of the city and posted an online survey. We wanted to understand how the proposed Implementation Plan aligned with community values and the places people want to go. Through the process we received information on people's values, key connections and opportunities for future engagement and confirmed advice provided by the Seattle Bicycle Advisory Board.

Let's start with values. People biking feel vulnerable next to cars and want a connected network for all ages and abilities. Prioritizing travel options other than single occupancy vehicles helps mitigate climate change, population growth and congestion. The Implementation Plan is seen by the community as a path forward; and supports the voter-approved Levy to Move Seattle. Recent adjustments to the Implementation Plan and Levy bike deliverables have weakened trust that needs to be rebuilt.

As far as projects and maintenance, we heard loud and clear a call for identifying additional funding. People want a strong connection from southeast Seattle to Downtown. Possibilities include the Georgetown to South Park Trail, a route through SODO, and Beacon Ave S, Martin Luther King, Jr Way or Rainier Ave S protected bike lanes. Once facilities are in place, keeping them in good condition and having signs to help with wayfinding encourage regular use.

Many feel the current outreach process is driven by the loudest voices and would like to see us engage with people who might bike, people of color, people of all ages and abilities, people who live in the project area and those that don't but use the space. When doing outreach, the use of data, metrics of "feeling safe along a route", topographic maps, information on number of collisions and deaths was encouraged, as was collecting different metrics to assess what success looks like.

## 6. 2019-2024 PROPOSED PROJECTS

For ease of review and discussion, the proposed 2019-2024 projects and maps are organized by geographic sector (north, central, and south), and provide a description including desired construction year, facility type, project length, funding status, and an explanation of the benefits and challenges associated with each project. All projects proposed for the the six-year implementation plan are also included on one city-wide map to show the connected network goal by 2024.

Appendix 3 describes the projects not selected for construction or design in this 2019-2024 plan that were removed since the 2017 BMP Implementation Plan with removal reasons noted.

There are several projects on the list and map where the exact route, length, and/or facility type of each project are still unknown. In those instances, the location, length, and/or facility type is listed as "TBD" (to be determined). Subsequent implementation plans will be updated with more specific information as these projects enter the project definition phase.

There are several projects where we have identified potential challenges for construction. These challenges include project cost, neighborhood support, agency coordination, and corridors that have high demands from other modes. Each sector has a design/plan set of projects. Plan includes studying the corridor connections, identifying alternatives for facility types and cross sections; developing cost estimates and proposing project scope.

The Beacon Ave S corridor is a top priority for Seattle bicycle advocates because it provides a connection from the southeast neighborhoods of Seattle to downtown. SDOT will prioritize this project as we research new grants and partnership opportunities.

In addition to new projects, three neighborhood greenways will be upgraded in 2019. Because they are existing facilities and won't add new mileage to the bike network, these projects are represented in the table on the next page.

2019 NEIGHBORHOOD GREENWAY UPGRADES				
Project Name	Facility Mileage	On Street	From Street	To Street
Ballard East-West Signal detection improvement at 8th Ave NW	2.1	NW 58th St	Seaview Ave NW	4th Ave NW
Central Area East - West Crossing Improvement, curb bulbs/ramps at 14th Ave	1.2	E Columbia St	Broadway	29th Ave E
Delridge - Highland Park Speed Hump Replacement	4.0	17th Ave SW/ 21st Ave SW	Delridge Way SW	SW Cambridge St

While the future is always somewhat hard to predict, this plan focuses our efforts on delivering these projects. We view this project

list as an accountability plan that will guide the work of SDOT and partners in delivering bicycle infrastructure improvements.

## QUICK WINS

We consistently look for opportunities to quickly enhance safety and comfort, both for permanent and interim facilities. This can include upgrading minor-separation bike lanes, intersection improvements, and pavement repair. Examples of upcoming quick wins are described below:

The High Point Loop neighborhood greenway will build off of the Safe Routes to School crossing at Sylvan Way SW and SW Holly St. This loop will provide an enhanced connection for the High Point neighborhood to the West Seattle Neighborhood Greenway Phase 1, High Point Elementary School and the future crossing of 35th Ave SW at SW Graham St.

## Greenway Upgrades

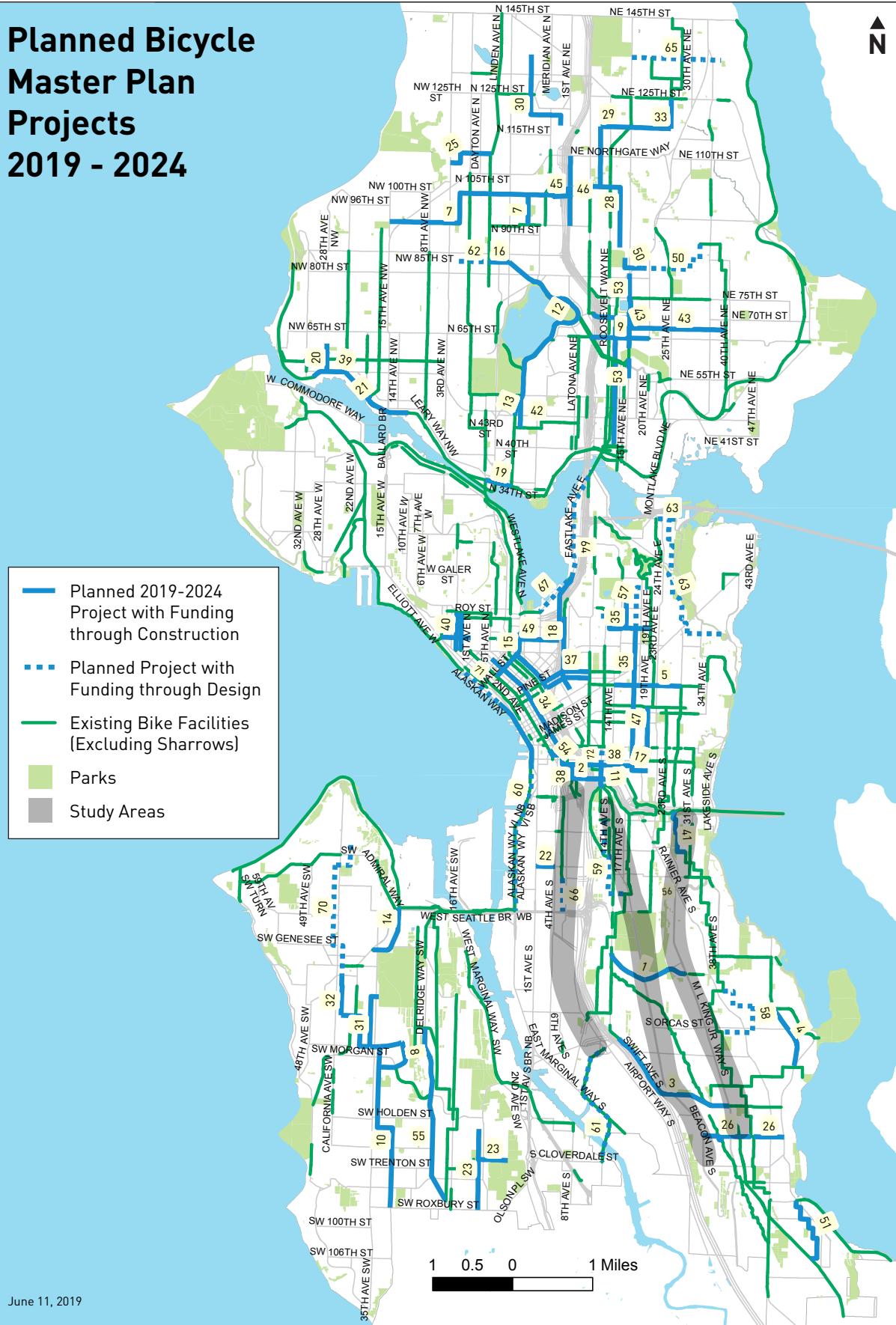
The Neighborhood Greenway Program systematically evaluates greenways after they are installed. The evaluation takes into account vehicle speeds, vehicle volumes, collisions, ridership numbers, and community feedback to determine what improvements need to be made. In 2017 and 2018 SDOT upgraded the following greenways based on those evaluations: Delridge-Highland Park, Central Area North-South, Jackson Place, and PhinneyWood. In 2019 there will be upgrades to Delridge-Highland Park, Ballard East-West and Central Area East-West.

## BENEFITS AND CHALLENGES

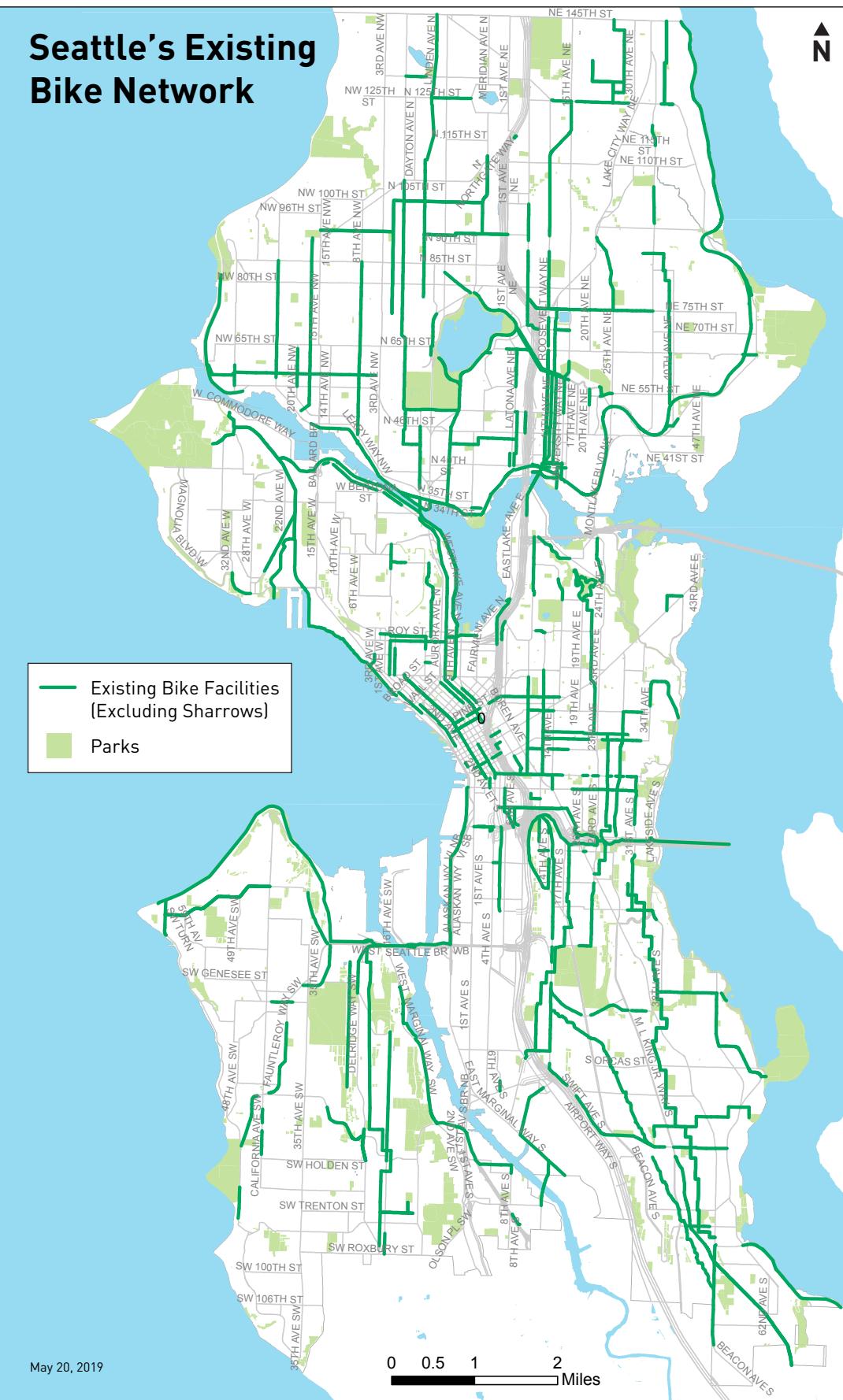
The benefits and challenges associated with each project were determined by spatial analysis of proximity to transit, schools, community centers, urban villages, and RSJI opportunity areas. Cost estimates were generated by typical project scale of impact and by using recently completed project cost information. The complete methodology can be reviewed in the table below:

	<b>CONNECTIONS TO MAJOR/MASS TRANSIT</b> Projects with this icon overlap with corridors that offer connections to existing or near-term major transit opportunities. This provides alternative connections to transit for facility users. Major transit includes Light Rail stations, Bus Rapid Transit/Transit Plus Multi-Modal Corridor routes, and Transit+ routes.
	<b>SCHOOLS, COMMUNITY CENTERS, AND URBAN VILLAGE CONNECTIONS</b> Projects with this icon route to within 300 feet of school or community center locations. This serves to connect BMP facility users with specific community points of interest. Additionally, facilities that route to/through Urban Villages or Urban Centers were highlighted in this analysis.
	<b>CONNECTIONS TO BICYCLE FACILITIES</b> Projects with this icon connect to existing BMP facilities or facilities that are planned to be constructed by the end of the current BMP Implementation Plan's timeline. For the purposes of this analysis, bicycle facilities were determined to be minor-separation facilities (bicycle lanes), major-separation facilities (protected bicycle lanes), and multi-use trails. Connections can be present at any part of the proposed route. Multiple connections to one project are not differentiated.
	<b>COST TIER</b> This icon differentiates between low, medium, and high marginal costs associated with implementation of the project. This is based off of costs allocated from the Bicycle Master Plan itself and does not factor in funds provided by other programs or agencies.  <b>Low cost</b> projects are expected to cost the BMP under \$350,000 per constructed mile.  <b>Medium cost</b> projects are expected to cost the BMP between \$350,000 and \$1,250,000 per constructed mile.  <b>High cost</b> projects are expected to cost the BMP over \$1,250,000 per constructed mile.  Projects that are fully funded by other programs or agencies are considered low cost.
	<b>RACE AND SOCIAL JUSTICE INITIATIVE (RSJI) OPPORTUNITIES</b> Projects with this icon route through portions of the city that score in the upper quartile of the City of Seattle Race and Social Equity Composite Index. This index scores regions of Seattle based on multiple inputs related to RSJI points of focus, including median income, access to opportunities, racial compositions, and health outputs. Projects in the upper quartile are identified as facilities that have potential for greater benefits.
	<b>PARTNERSHIP</b> Partly or fully funded in partnership with another agency or through a grant.

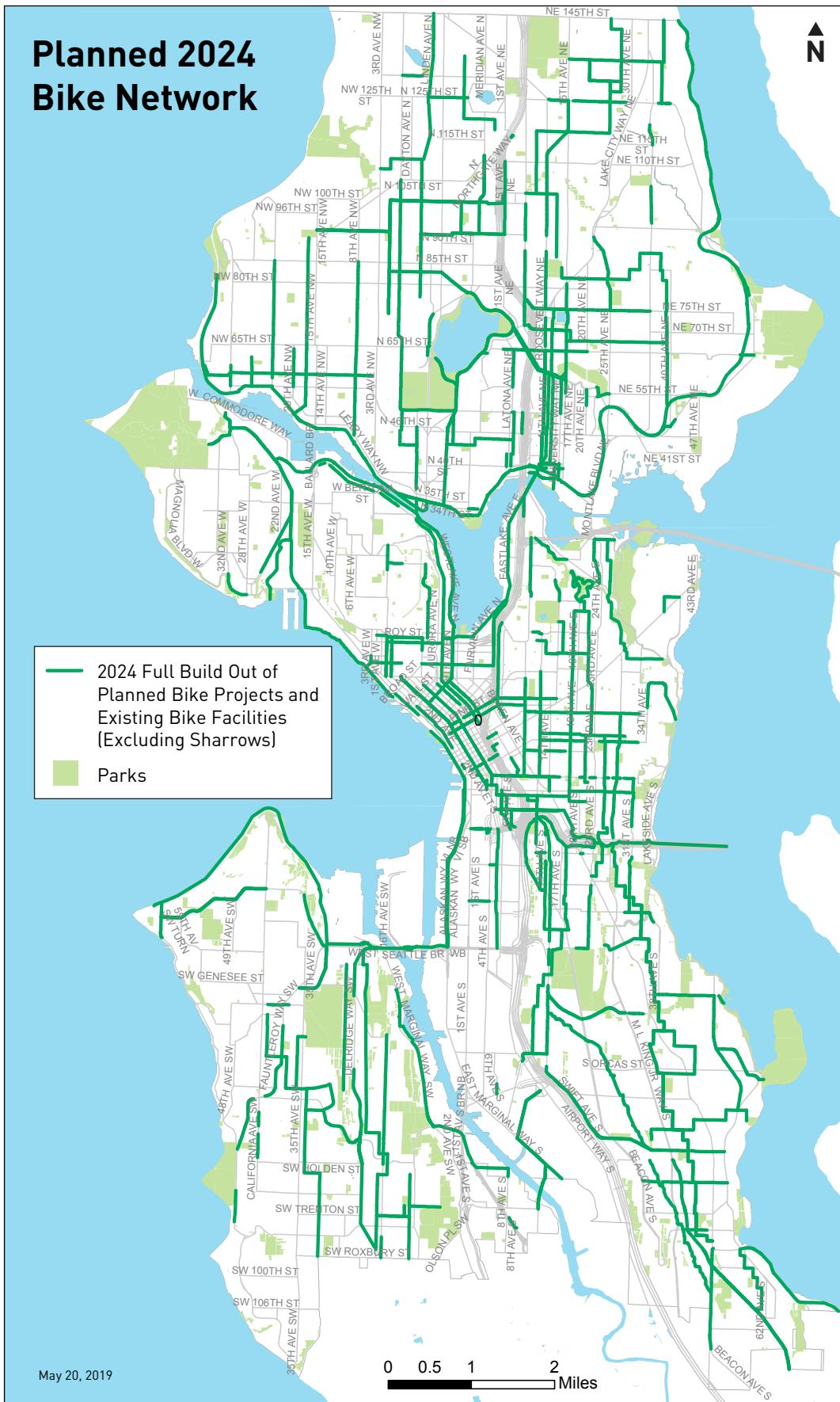
# Planned Bicycle Master Plan Projects 2019 - 2024



# Seattle's Existing Bike Network



## Planned 2024 Bike Network

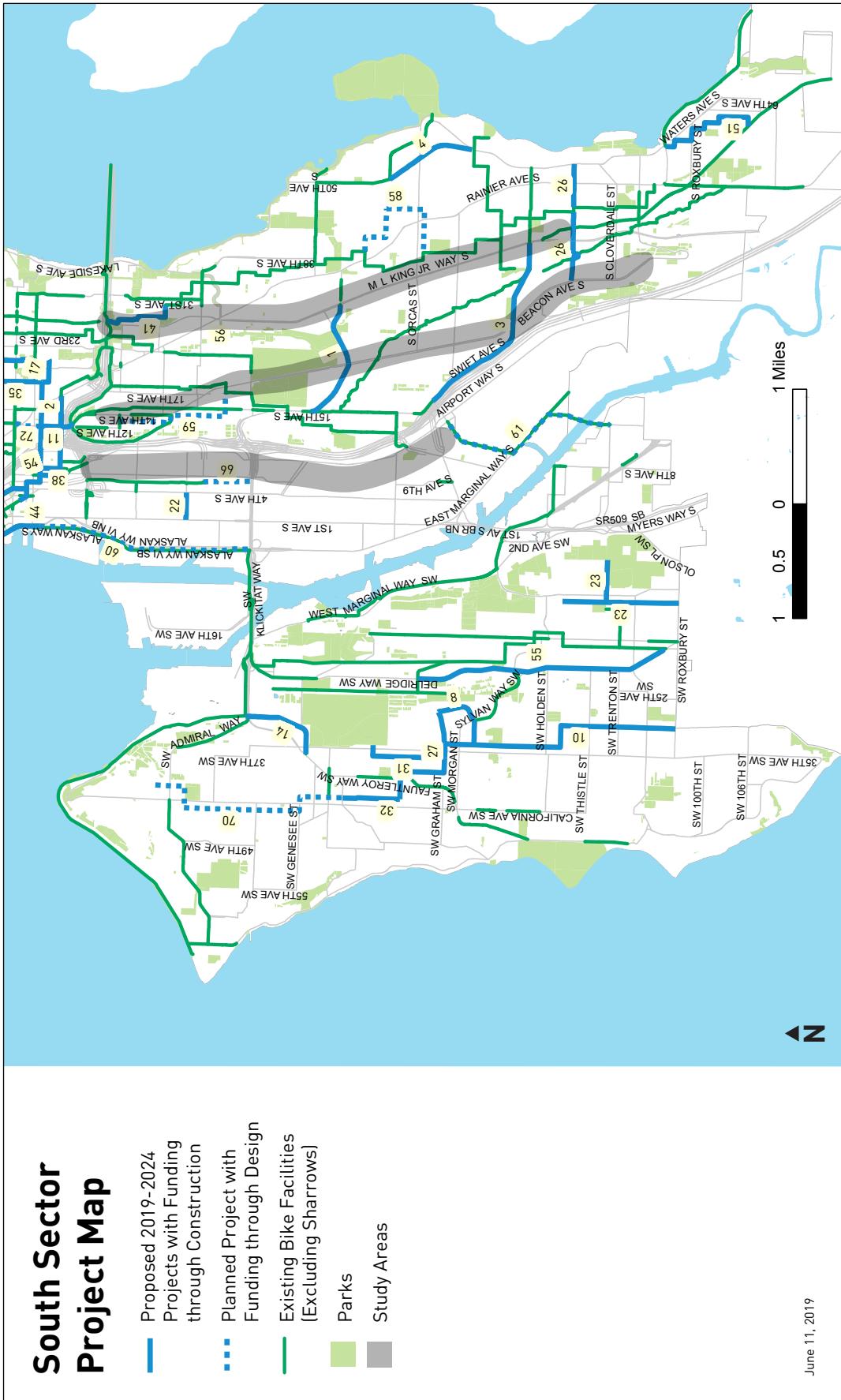


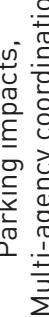
# South Sector Project Map

```

graph TD
    A[Proposed 2019-2024 Projects with Funding through Construction] --> B[Planned Project with Funding through Design]
    B --> C[Existing Bike Facilities  
(Excluding Sharrows)]
    C --> D[Parks]
    D --> E[Study Areas]
  
```

June 11, 2019



SOUTH SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION						
Project Number	Project Name	Type	Length (miles)	Target Year	Benefits and Challenges	
1	AAC - S Columbian Way/S Alaska St (2018 AAC Package)	PBL	1.11	2019	 	
3	AAC - Swift/Myrtle/Othello (2018 AAC Package)	PBL	1.75	2019	 	
4	AAC - Wilson Ave S (2018 AAC Package)	PBL	0.81	2019		
8	SRTS (High Point Loop)	NGW	0.88	2019	 	
14	AAC - SW Avalon Way and 35th Ave SW (2019 AAC Package)	PBL	0.9	2020	 	 
41	Rainier Valley N-S Phase 2	NGW	0.67	2020	 	 
22	S Lander Street Bridge	Trail	0.24	2020		
23	SRTS (Highland Park Connection Ph 2)	NGW	1.45	2020	 	
26	SRTS (Wing Luke Elementary Connection)	NGW	0.8	2020	 	
27	West Seattle Phase 2a and 2b	NGW	1.38	2020	 	
55	Delridge Transit Plus Multi-modal Corridor	TBD	3.1	2021	 	

-  Low cost
-  Medium Cost
-  High Cost
-  Partnership
-  Connections to Bicycle Facilities
-  Connections to major/mass transit
-  Schools, Community Centers, and Urban Village Connections

-  Race and Social Justice Initiative (RSJI) Opportunities
-  Parking impacts
-  Multi-agency coordination
-  WSDOT Coordination



SOUTH SECTOR PROJECTS FUNDED THROUGH DESIGN / PLAN						
Project Number	Project Name	Type	Length (miles)	Target year	Benefits and Challenges	
Study Area	Beacon Ave S (Segment 1 - S 39th St to S Myrtle St). Start Plan Phase.	PBL	1.39	TBD		
Study Area	Beacon Ave S (Segment 2 - S Myrtle St to S Spokane St). Start Plan Phase.	PBL	2.36	TBD		
Study Area	Beacon Ave S (Segment 3- S Spokane St to Jose Rizal Bridge)*This section includes potential neighborhood greenway facility. Start Plan Phase.	PBL/ NGW	1.69	TBD		
58	SRTS (Orca K-8 Connection). Planning Phase Started.	NGW	1.27	TBD	   	
59	SRTS (Beacon Hill ES). Planning Phase Started.	NGW	0.80	TBD	   	
Study Area	Georgetown to Downtown (Pre-plan). Start Plan Phase.	TBD	3.41	TBD	   	
61	Georgetown to South Park. Planning Phase Started.	PBL/ Trail	1.64	TBD	   	Funding dependent
Study Area	Martin Luther King Jr. Way from Rainier to Henderson. Planning Phase Started.		3.81	TBD	   	
66	SODO Trail (this project is on hold). Design Complete, project on hold due to multi-agency coordination	Trail	0.42	TBD	   	Multi-agency coordination
70	West Seattle North Admiral Connection. Planning Phase Started.	NGW/ PBL	1.94	TBD	   	
<b>Grand Total</b>			<b>18.73</b>			

 Low cost

 Partnership

 Connections to Bicycle Facilities

 Race and Social Justice Initiative (RSJI) Opportunities

 Medium Cost

   Connections to major/mass transit

 Schools, Community Centers, and Urban Village Connections



CENTRAL SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION						
Project Number	Project Name	Type	Length (miles)	Target year	Benefits and Challenges	
2	AAC - S Dearborn St*	PBL	0.46	2019	   	   
36	Center City - 8th Ave -Interim	PBL	0.55	2019	   	   
52	Center City - Bell St PBL (Phase 1 - Denny to 7th)	PBL	0.11	2019	   	   
52	Center City - Bell St PBL (Phase 1 - Denny to 7th)	PBL	0.30	2020	   	   
37	Center City - Pike/Pine Interim (3 blocks between 6th and 9th will have final delivery in 2020 due to needed signal equipment availability)	PBL	0.6	2019	   	   
11	12th Ave S PBL- Golf Dr to S King St	PBL	0.25	2020	   	   
Spot	7th Ave - Bell to Blanchard	PBL	0.2	2020	   	   
Spot	Battery St	BL	0.2	2020	   	   
15	Center City - 9th Ave N	PBL	0.24	2019	   	   

\*This project's mileage was counted in a previous plan and is not included in the grand total shown below. This project is still included in this plan because it has a substantial completion date in 2019.

   	Partnership
   	Connections to major/mass transit
   	Schools, Community Centers, and Urban Village Connections

CENTRAL SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION (CONTINUED)						
Project Number	Project Name	Type	Length (miles)	Target year	Benefits and Challenges	
34	Center City -4th Ave (segment 1 - Pine to Spring)	PBL	0.36	2020	                     	\$ Transit Plus Multi-Modal Corridor Dependent
24	SRTS (Lowell - Meany Connection)	NGW	0.79	2020	 	\$ Parking impacts, funding dependent
34	Center City - 4th Ave (segment 2 Vine to Pine)	PBL	0.61	2021	 	\$\$\$\$ Parking impacts, funding dependent
34	Center City - 4th Ave (segment 3 Spring to Main)	PBL	0.53	2021	 	\$\$\$\$ Parking impacts, funding dependent
36	Center City - 8th Ave (permanent)	PBL	Mileage will match interim design	2023	 	\$ Partnership-dependent
37	Center City - Pike/Pine (permanent)	PBL	Mileage will match interim design	2023		\$\$\$\$ Partnership-dependent
44	Central Water Front (Alaskan Way Viaduct Replacement). Includes short section of Yesler.	PBL	0.67	2021		\$ Partnership-dependent
Spot	King Street - 12th & King	NGW	0 (spot)	2021		\$\$\$\$ Coordinating with adjacent projects

-  Low cost
-  Medium Cost
-  High Cost



Connections to Bicycle Facilities



Connections to major/mass transit



Race and Social Justice Initiative (RSJI) Opportunities

CENTRAL SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION (CONTINUED)						
Project Number	Project Name	Type	Length (miles)	Target year	Benefits and Challenges	
Spot	King Street - Under I-5	NGW	0 (spot)	2021	  	
47	SRTS (Washington MS Connection)	NGW	0.6	2021	 	Coordination with Metro
48	Key Arena - Thomas St (Seattle Center to Waterfront)	NGW	0.37	2022	 	Non-BMP Funding Dependent
49	Key Arena-Thomas St (Seattle Center to Eastlake)	NGW	0.86	2022	 	Non-BMP Funding Dependent
35	Central Ridge Phase 2	NGW	1.41	2024	 	Transit Plus Multi-Modal Corridor Dependent
67	Eastlake (Fairview to Stewart)	PBL	0.8	TBD	 	Multi-agency partnering and funding
<b>Grand Total</b>			<b>14.27</b>			

-  Low cost
-  Medium Cost
-  High Cost
-  Partnership
-  Connections to major/mass transit
-  Schools, Community Centers, and Urban Village Connections
-  Connections to Bicycle Facilities
-  Race and Social Justice Initiative (RSJI) Opportunities

CENTRAL SECTOR PROJECTS FUNDED THROUGH DESIGN / PLAN						
Project Number	Project Name	Type	Length (miles)	Target year	Benefits and Challenges	
57	SRTS (Stevens ES Connection). 10% Design Completed.	NGW	0.63	TBD	 	
60	E Marginal Way. Pending Grant Application Final Review.	PBL	1.3	TBD	 	
64	Roosevelt Transit Plus Multi-modal Corridor. Pending Grant Application Final Review.	PBL	3.39	TBD	 	
63	Lake Washington Loop. 90% Design Completed.	NGW	2.31	TBD	 	
71	Center City: Alaskan (Virginia to Elliot Bay Trail). Start Planning Phase.	TBD	0.38	TBD	 	
72	Central Seattle – 12th Ave King St to Yesler. Start Planning Phase.	PBL	0.23	TBD	 	
<b>Grand Total</b>			<b>8.24</b>			

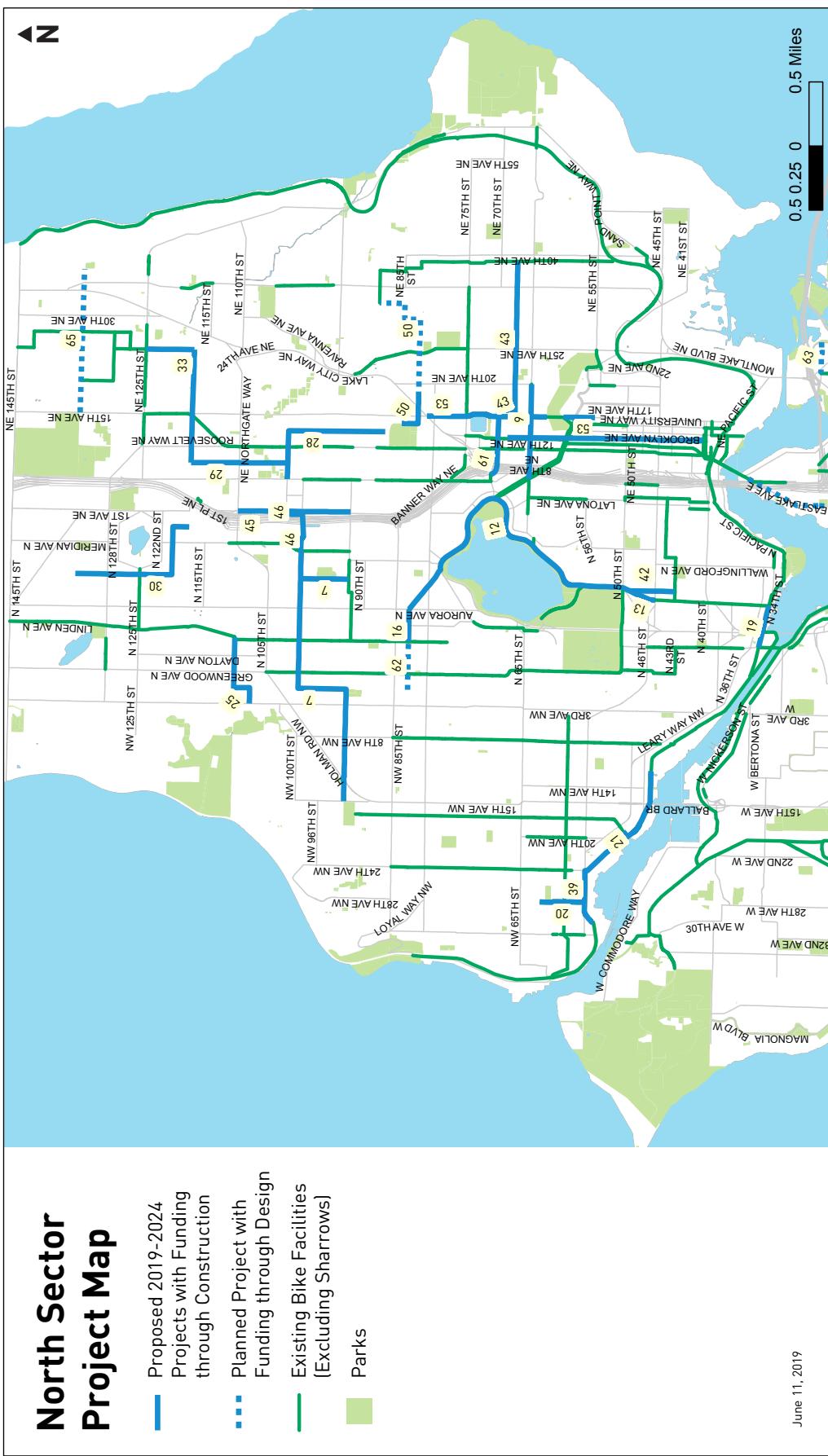
-  Low cost  Partnership
-  Connections to major/mass transit
-  Schools, Community Centers, and Urban Village Connections
-  Connections to Bicycle Facilities
-  Race and Social Justice Initiative (RSJI) Opportunities

# North Sector Project Map

```

graph TD
    A[Proposed 2019-2024 Projects with Funding through Construction] --> B[Planned Project with Funding through Design]
    B --> C[Existing Bike Facilities (Excluding Sharrows)]
    C --> D[Parks]
  
```

June 11, 2019



North Sector Projects Funded Through Construction						
Project Number	Project Name	Type	Length (miles)	Target year	Benefits and Challenges	
Spot	Aurora and 83rd signal	Spot	0 (spot)	2020	 	
61	NE 70th St Connection to PBL	NGW	0.17	2019	 	Requires WSDOT Coordination
61	NE 70th St PBL	PBL	0.1	2019	 	WSDOT Coordination
7	North Seattle NGW	NGW	2.7	2019	 	WSDOT Coordination
9	VZ - NE 65th St Vision Zero Safety Corridor	PBL	0.74	2019	 	
53	AAC - 15th Ave NE - North Segment	PBL	0.94	2020	 	
53	AAC - 15th Ave NE - South Segment	BL	0.25	2020	 	
12	AAC - Green Lake Park Loop	PBL	2.55	2021	 	Right of Way acquisition, coordination with Parks.
13	AAC - N 50th St	BL	0.27	2021	 	
Spot	AAC - N 80th St - Green Lake PBL	Other	0 (spot)	2021	 	
39	Burke Gilman Trail - Missing Link	Trail	1.42	2021	 	Legal challenges



Low cost



Medium Cost



High Cost



Connections to Bicycle Facilities



Connections to major/mass transit



Schools, Community Centers, and Urban Village Connections



Race and Social Justice Initiative (RSJI) Opportunities

NORTH SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION (CONTINUED)						
Project Number	Project Name	Type	Length (miles)	Target year	Benefits and Challenges	
16	Green Lake to Interurban Connection	NGW	0.24	2020	   	
19	N 34th St Mobility Improvements	PBL	0.33	2020	  	
20	NGW Connection to Missing Link 1	NGW	0.35	2020	  	Dependent upon Missing Link project
21	NGW Connection to Missing Link 2	NGW	0.05	2020	  	Dependent upon Missing Link project
25	SRTS (Viewlands Connection)	NGW	1.09	2020	  	
43	VZ -Wedgewood to Roosevelt Connection	NGW	1.39	2020	  	Coordinate with 15th AAC
29	Northgate (Light Rail) to Pinehurst	NGW	1.12	2021	  	
28	Northgate (Light Rail) to Maple Leaf	NGW	1.13	2021	  	
46	Northgate Light Rail - Northgate Pedestrian and Bicycle Bridge	Trail	0.27	2021	  	Sound Transit partnership
45	Northgate Light Rail- 1st Ave NE Multi-Use Path (formerly Northgate Light Rail Station (Seg 3)	Trail	0.38	2021	  	Sound Transit partnership

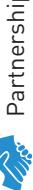
-  Low cost
-  Medium Cost
-  High Cost

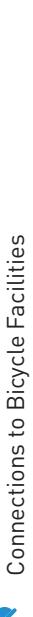
-  Partnerships
-  Connections to major/mass transit
-  Schools, Community Centers, and Urban Village Connections
-  Connections to Bicycle Facilities
-  Race and Social Justice Initiative (RSJI) Opportunities

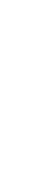
NORTH SECTOR PROJECTS FUNDED THROUGH CONSTRUCTION (CONTINUED)						
Project Number	Project Name	Type	Length (miles)	Target year	Benefits and Challenges	
45	Northgate Light Rail- 1st Ave NE PBL (formerly Northgate Light Rail Station Project (Seg 1)	PBL	0.38	2021	  	
45	Northgate Light Rail- 1st Ave NE PBL (formerly Northgate Light Rail Station Project (Seg 2)	PBL	0.13	2021	  	
30	SRTS (Ingraham HS Connection Ph 1)	NGW	1.25	2021	  	
50	Lake City to Maple Leaf NGW CROSSING	NGW	0.34	2022	  	
33	SRTS (Hazel Wolf K-8) Pinehurst Connection	NGW	0.89	2022	  	
42	SRTS (Lincoln HS Connection)	NGW	0.35	2022	  	
<b>Grand Total</b>			<b>18.83</b>			

-  Low cost
-  Medium Cost
-  High Cost
-  Partnership
-  Connections to major/mass transit
-  Schools, Community Centers, and Urban Village Connections
-  Connections to Bicycle Facilities
-  Race and Social Justice Initiative (RSJI) Opportunities

NORTH SECTOR PROJECTS FUNDED THROUGH DESIGN / PLAN						
Project Number	Project Name	Type	Length (miles)	Target year	Benefits and Challenges	
62	VZ- Interurban to Greenwood Connection. 10% Design Completed.	NGW	0.25	TBD	  	 
50	Lake City/Maple Leaf NGW Connection to Wedgewood. Planning Started.	NGW	1.05	TBD	  	Partnership-dependent
65	SRTS (Olympic Hills to Cedar Park). 10% Design Completed.	NGW	1.12	TBD	  	Design dependent on signal approval and funding
<b>Grand Total</b>			<b>2.42</b>			

 Low cost  
 Partnership  
 Connections to major/mass transit

 Medium Cost  
 Schools, Community Centers, and Urban Village Connections

 High Cost  
 Race and Social Justice Initiative (RSJI) Opportunities

# 7. COORDINATION PROJECTS UPDATE

Some of the projects that contribute to building out the all ages and abilities bicycle network involve multiple agencies and have multi-year schedules.

For these projects, we provide an annual update through this report, while additional information is available through the individual project websites.

Project	Description	Expected Completion Date	Bike Components	Where to Learn More
SR-520 Bridge Replacement and HOV Program	Replaces the SR 520 floating bridge across Lake Washington and makes transit and roadway improvements throughout the SR-520 corridor from I-5 in Seattle to I-405 in Bellevue	Montlake Phase: 2022-2023 Portage Bay Phase: 2026-2028 Montlake Cut Phase: 2029	<ul style="list-style-type: none"><li>14-foot wide bicycle and pedestrian path across Lake Washington (opened in 2017) and Portage Bay</li><li>New bicycle/pedestrian crossings over SR 520 and I-5</li></ul>	Email: <a href="mailto:SR520bridge@wsdot.wa.gov">SR520bridge@wsdot.wa.gov</a> Website: <a href="http://www.wsdot.wa.gov/Projects/SR520Bridge/">www.wsdot.wa.gov/Projects/SR520Bridge/</a>
Accessible Mt. Baker	Builds near-term access and safety improvements at the Mt. Baker Link light rail station, and builds long-term multimodal transportation enhancements	Near-term projects to be delivered by 2024	<ul style="list-style-type: none"><li>TBD walking and biking connections in the area to be completed by 2024</li></ul>	Website: <a href="http://www.seattle.gov/transportation/projects-and-programs/programs/transportation-planning/accessible-mt-baker">www.seattle.gov/transportation/projects-and-programs/programs/transportation-planning/accessible-mt-baker</a>
Burke-Gilman Trail Missing Link	Connects two existing portions of the Burke-Gilman Trail in Ballard to complete the regional facility that otherwise runs continuously from Kenmore Park to Golden Gardens	Phase 1: 2020 Phase 2: 2020 Phase 3: 2021	1.4-mile multi-use trail on NW 45th St, Shilshole Ave NW, and NW Market St	Email: <a href="mailto:BGT_MissingLink_Info@seattle.gov">BGT_MissingLink_Info@seattle.gov</a> Website: <a href="http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/burke-gilman-trail-missing-link-project">www.seattle.gov/transportation/projects-and-programs/programs/bike-program/burke-gilman-trail-missing-link-project</a>
Center City Bike Network	Builds near- and long-term improvements to the transportation system and public realm in Seattle's Center City neighborhoods	2019-2021	Bike facilities on multiple north-south and east-west streets in the Center City. Check project map for updates	Website: <a href="http://www.seattle.gov/transportation/projects-and-programs/programs/bike-program/center-city-bike-network">www.seattle.gov/transportation/projects-and-programs/programs/bike-program/center-city-bike-network</a>
Waterfront Seattle	Rebuild Seattle's waterfront following the removal of the Alaskan Way Viaduct	2019-2023	A 2-way protected bike lane from S Yesler St to Pine St	Email: <a href="mailto:info@waterfrontseattle.org">info@waterfrontseattle.org</a> Website: <a href="http://www.waterfrontseattle.org/">www.waterfrontseattle.org/</a>

Project	Description	Expected Completion Date	Bike Components	Where to Learn More
Northgate Pedestrian and Bicycle Bridge	Build a new pedestrian and bicycle bridge over I-5 to improve connections within the Northgate community	2020-2021	<ul style="list-style-type: none"> <li>• A new pedestrian and bicycle bridge over I-5</li> <li>• A potential shared-use path on the west side of 1st Ave NE between NE 92nd St and NE 103rd St</li> <li>• A potential shared-use path on the east side of 1st Ave NE between NE 103rd St and NE Northgate Way</li> </ul>	Email: <a href="mailto:NorthgateBridge@seattle.gov">NorthgateBridge@seattle.gov</a> Website: <a href="http://www.seattle.gov/transportation/northgatepedbridge.htm">www.seattle.gov/transportation/northgatepedbridge.htm</a>
Transit-Plus Multi Modal Corridor Program	Build new Transit-Plus Multi Modal Corridors throughout the City	2021-2024	Improvements to crossings, neighborhood greenways, and bike lanes	Website: <a href="http://www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program">www.seattle.gov/transportation/projects-and-programs/programs/transit-program/transit-plus-multimodal-corridor-program</a>



# 8. PROJECT DELIVERY: TAKING PROJECTS FROM 1% DESIGN TO 100% CONSTRUCTION

We rely on key tools and practices to develop and deliver our projects, including conducting a Complete Streets review, applying the Race and Social Justice Initiative equity toolkit, engaging with community members, and evaluating alternatives. The BMP identifies where bicycle facilities are needed and what facilities are appropriate; our public engagement process focuses on soliciting community input to ensure projects balance community interests. We describe these tools here and combine them along with the guidance in the BMP to direct the Project Delivery Process laid out on the following page.

## COMPLETE STREETS POLICY

Bicycle facilities are an integral aspect of Complete Streets. Established in 2012, the Complete Streets policy guides how we develop projects to provide for all users of the roadway. We use a checklist to help us review the needs of other modes, relationships to land use, and the future vision for streets so that we can reflect those needs in our project development.

## RACE AND SOCIAL JUSTICE INITIATIVE

The vision of the Seattle Race and Social Justice Initiative is to eliminate racial inequity in the community. To do this requires ending individual racism, institutional racism, and structural racism. The Racial Equity Toolkit lays out a process and a set of questions to help evaluate and guide project and program development. This toolkit was used as part of creating the BMP and is also used to evaluate individual projects.

## PUBLIC ENGAGEMENT

During the planning, design, and construction phases of all our projects, we conduct inclusive public engagement and strive to balance varying needs presented by public comments that we receive at each step of our outreach processes.

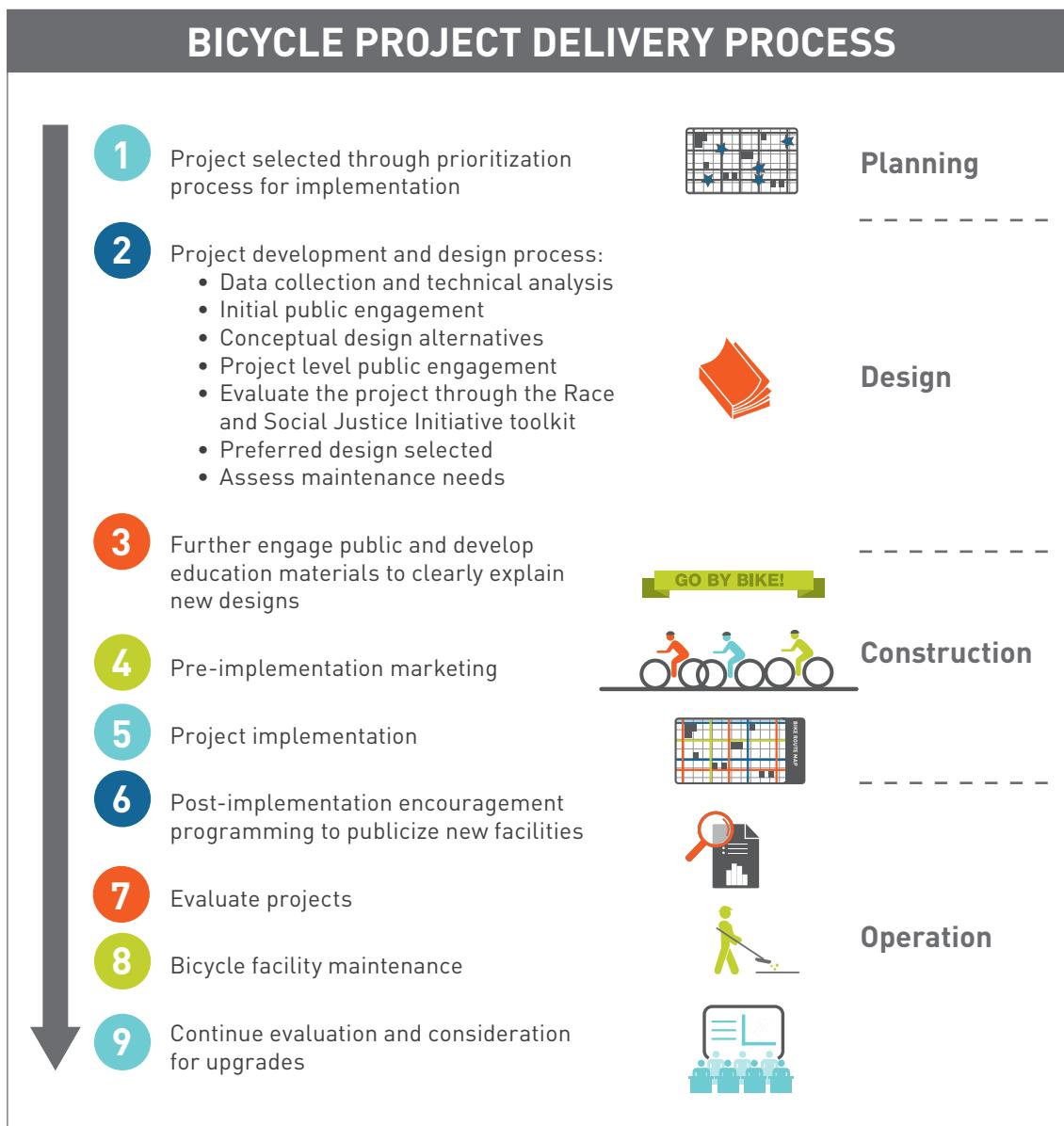
SDOT has developed an iterative public engagement process built on gathering input from community members about their needs and concerns, presenting them with options that meet project goals and objectives, and incorporating their input along with our expertise and collected data in selecting a design for a particular project.

We also reach out to the public when we implement the strategies, actions, and programs shown in Appendix 2, which include installing bicycle parking, conducting education and encouragement programs, and performing bike facility maintenance.

SDOT uses a wide variety of methods to reach community members, including mailers, traditional open houses, drop-in events, online open houses and surveys, and joining regularly scheduled meetings and events of community-based organizations. We will continue working with the Seattle Bicycle Advisory Board and the Department of Neighborhoods to continually strengthen our public engagement strategies and reach more members of the community more effectively throughout the project development and delivery process.

## ALTERNATIVES DEVELOPMENT AND EVALUATION

The project development and delivery process is outlined in the BMP and summarized in this diagram:



The bicycle network recommended in the BMP was developed based on a robust methodology. However, as projects move through the project development process, our analysis, design, and community engagement may lead to a project being developed in a different way or location than envisioned in the plan. For example, the BMP may recommend a protected bike lane

on a particular street, but through our project development and outreach process, we may determine that an alternate facility, such as a parallel neighborhood greenway, would be preferable. The goal of our engagement process is to make these determinations as early in the project development phase as possible.

# 9. FUNDING AND COSTS

## FUNDING ASSUMPTIONS

The 2019-2024 Implementation Plan leverages the funding provided by the Levy to Move Seattle with other local funds as well as existing and anticipated grant funding. Additionally, some of our large capital programs, such as the Transit-Plus Multimodal Corridor Program, seek to deliver bicycle improvements where appropriate. This multi-layered funding approach allows us to maximize the return on local public funding.

The Levy to Move Seattle provides \$65 million over nine years with the goal to build protected bike lanes, bike lanes, buffered bike lanes, and neighborhood greenways. It also provides \$7 million for programs (including maintenance and bicycle parking). On an annual basis, the

Levy provides \$8 million per year for BMP implementation, which includes \$7.2 million for facilities and \$0.8 million for programs. In November 2018, a levy assessment was published and the bicycle master plan program was identified as one of the programs that was challenged by program cost increases.

The funding assumptions include secured grants as well as estimates for grants we will be seeking in the future. If we receive grant funding at a higher or lower amount, it will affect the number, type, extent, and features of the projects we can construct. We will continue to partner with other agencies and programs, and to seek additional grants and funding sources to meet the Move Seattle mileage goals.



Funding assumptions for 2019-2024 BMP implementation are provided in the table below. SDOT will actively look for other funding sources and grant opportunities to provide construction funding for projects funded through design and on the contingency list.

BIKE MASTER PLAN IMPLEMENTATION - BIKE FACILITY FUNDING							
Adopted Budget	2019	2020	2021	2022	2023	2024	6-Year Total
Move Seattle Levy	\$9,114,000	\$6,489,000	\$13,210,000	\$7,001,000	\$5,868,000	\$1,244,000	\$42,926 ,000
Grants	\$2,532,000	\$4,821,000	\$0	\$0	\$0	\$0	\$7,353,000
Washington State Convention Center	\$1,600,000	\$600,000	\$2,400,000	\$11,400,000	\$0	\$0	\$16,000 ,000
Other*	\$3,037,000	\$1,322,000	\$1,293,000	\$1,325,000	\$1,358,000	\$2,219,000	\$10,553,000
<b>Total</b>							<b>\$76,832,000</b>

BIKE MASTER PLAN IMPLEMENTATION - BIKE FACILITY SPENDING PLAN							
	2019	2020	2021	2022	2023	2024	6 -Year Total
Neighborhood Greenways Programmatic management	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$3,000,000
Bike racks	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,800,000
Protected Bike Lanes/ Bike lanes/Trails program management	\$890,000	\$890,000	\$890,000	\$890,000	\$890,000	\$890,000	\$5,340,000
Total funding for Construction							\$61,119,000
Total funding for Design and Plan							\$3,700,000
Contingency							\$1,873,000
<b>Total</b>							<b>\$76,832,000</b>

BIKE MASTER PLAN-PROGRAMMATIC MAINTENANCE & SPOT IMPROVEMENTS							
Move Seattle Levy	\$1,100,000	\$1,200,000	\$1,200,000	\$1,133,000	\$1,000,000	\$1,000,000	\$6,633,000
Other				\$167,000	\$329,000	\$322,000	\$818,000
<b>Total Funding</b>	<b>\$1,100,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$1,300,000</b>	<b>\$1,329,000</b>	<b>\$1,322,000</b>	<b>\$7,451,000</b>

\*\*Other" sources include Vehicle Licensing Fees, Green Sheets, and other small funding sources.

Note: Any budget surplus carries forward to the next year. Local sources include Vehicle Licensing Fees, Move Seattle Levy, and Urban Trails and Bikeways funding. Levy funding will vary year to year and project mileage will be adjusted. The budget assumes a placeholder amount for assumed grants based on what we typically receive and acknowledges current uncertainty in obtaining federal grants. If we receive grant funding at a higher or lower amount, this will affect the number, type, extent, and features of the projects we can construct.

The BMP Implementation Plan reflects SDOT's planned work to delivery bike infrastructure and programmatic investments in the next six years. The projects listed in the plan are at different stages of project development, including projects in early years that are at Final Design or even under contract for construction and projects in later years that are at early stages of project definition and design development.

Projects that set aside right-of-way for bike facilities, especially those with enhanced safety protections have the most benefit in terms of building a connected, "all ages and abilities" network, but also have the most potential effects on existing travel and parking patterns. Capturing the benefits and mitigating the potential effects of projects is an iterative process throughout project design that is often done through fine-grained details of signal timing and post-construction evaluation.

The projects listed in the BMP Implementation Plan reflect the technical evaluation of SDOT. As complex projects are designed and installed, there may be adjustments based on detailed community engagement. SDOT is confident that the technical evaluation of projects at this stage of project development is consistent with other successfully completed projects and will deliver the projects as outlined in the plan.

## COST ASSUMPTIONS

To develop estimates for new projects, we use data from recently completed projects and final estimates from projects about to begin construction. Project costs vary greatly due to the wide range of designs (from paint and post to fully raised and separated paths), site conditions (working downtown or near steep slopes can increase costs), and whether the project can be combined with other nearby projects.

For the 2019 projects in this plan, preliminary cost estimates have been developed based on each project's individual characteristics. With projects coming in at a higher cost than anticipated and less federal grants available, we are strategizing how to prioritize the projects in the implementation plan to build out the best network with what we have.

# APPENDIX 1: PERFORMANCE MEASURES

The 2014 Bicycle Master Plan includes performance measures to assess whether the plan is meeting its goals. The measures are focused on assessing progress over the long-term, and data is collected and analyzed either

annually or as the data is available to help track interim progress. The table below includes the BMP performance measures and progress towards those targets based on the most recently available data.

PERFORMANCE MEASURE TARGETS			
Goal	Performance Measure	Performance Target	Performance Result
<b>Ridership</b>	Number of people biking counted at locations throughout Seattle	Quadruple ridership between 2014 and 2030	2014-2015: 0.6% decrease <sup>1</sup> 2015-2016: 5.7% increase <sup>1</sup> 2016-2017: 0.9% decrease <sup>1</sup> 2017-2018: 12.1% increase <sup>1</sup>
<b>Safety</b>	Bicycle collision rate	Reduce bicycle collisions by half (50 percent) between 2013 and 2030	2014: 426 reported collisions 2015: 469 reported collisions 2016: 407 reported collisions 2017: 346 reported collisions 2018: 393 reported collisions <sup>2</sup>
	Number of serious injuries and fatalities	Zero by 2030	2013: 27 serious injuries; 2 fatalities 2014: 29 serious injuries; 1 fatality 2015: 24 serious injuries; 1 fatality 2016: 26 serious injuries; 2 fatalities 2017: 12 serious injuries; 2 fatalities 2018: 29 serious injuries 1 fatality <sup>2</sup>
<b>Connectivity</b>	Percentage of bicycle facility network completed	100 percent of bicycle system constructed by 2035	2013: 22% 2016: 28% (167/608 miles) 2017: 29% (179/608 miles)
<b>Equity</b>	Areas lacking bicycle facilities	Zero areas of City lacking bicycle facilities by 2030	2012: 7 census tracts 2016: 7 census tracts 2017: 7 census tracts 2018: 7 census tracts
<b>Livability</b>	Percentage of households within ¼ mile of an all ages and abilities bicycle facility	100% of households in Seattle within ¼ mile of an all ages and abilities bicycle facility by 2035	2013: 34% 2016: 49% 2017: 60% 2018: 61%

<sup>1</sup>Percentages are based off bike counts taken at 5 locations where reliable data was available for 2014, 2015, 2016, 2017, and 2018.

<sup>2</sup>Based on January 2019 query.

## APPENDIX 2: STRATEGIES AND ACTIONS

Previous implementation plan updates are included to provide consistent reporting.

BMP Strategy	Activity	2016 Status	2017 Status	2018 Status	2019 Status
<b>THE BICYCLE NETWORK</b>					
4.1 – 4.6 Implement the bicycle facilities	See project lists for projects to be studied, designed, and implemented in 2018-2022. SDOT will continue to research and incorporate best practices, leverage other capital project investments, and develop educational tools.	SDOT completed 8.65 miles.	SDOT completed 10.81 miles.	SDOT completed 10.26.	SDOT will continue working to meet targets.
4.7 Implement upgrades of existing bicycle facilities	Bicycle facilities upgrade projects will be identified through BMP project prioritization and through safety corridor projects. Refer to strategy 7.3 and 7.13 for related work.	SDOT will work to meet targets.	SDOT will work to meet targets.	SDOT upgraded 3 NGW and completed 12 spot safety projects.	SDOT will continue working to meet targets. This will include looking at collaboration opportunities with Vision Zero corridor projects and Arterial Asphalt and Concrete Program.
4.8 Install bicycle detection at traffic signals in every new bicycle facility, as well as with all street replacement projects	SDOT will develop consistent bicycle detection standards by bicycle facility type, inventory existing detection on high priority bike facilities to determine upgrade needs, and develop a prioritized work plan for implementation.	SDOT has been recommending appropriate bicycle detection on a case-by-case basis, and may start developing guidelines based on facility type and intersection geometry in 2016. Inventory will begin in 2016, if staffing allows for this effort.	SDOT has been implementing bicycle detection at traffic signals on a case-by-case basis when it develops a bicycle facility that crosses a major street at a signalized intersection.	SDOT continues to implement bicycle detection at traffic signals on a case-by-case basis when it develops a bicycle facility that crosses a major street at a signalized intersection.	SDOT will continue its current practices.
4.10 Design all bicycle facilities to meet or exceed the latest federal, state and local guidelines	This is SDOT's standard practice. In addition, the update of the Seattle Right-of-Way Improvements Manual will include bicycle facility design guidelines.	SDOT is currently updating the Right-of-Way Improvement Manual (ROWIM), which includes bicycle design guidelines. Director's Rule expected by end of the year.	SDOT is currently finishing the Right-of-Way Improvement Manual (ROWIM), which includes bicycle design guidelines.	The update to the ROWIM was completed in 2017. The bicycle design guidelines were completed in 2018.	SDOT is designing bicycle facilities with guidance from the completed Bicycle Design Guidelines.

BMP Strategy	Activity	2016 Status	2017 Status	2018 Status	2019 Status
<b>THE BICYCLE NETWORK</b>					
4.12 Integrate a multimodal decision making process into the update of the Comprehensive Plan	SDOT has developed a right-of-way (ROW) allocation framework, a comprehensive methodology, to determine the uses and functions of corridors.	The ROW allocation framework is within the draft Comprehensive Plan Update for consideration of adoption.	Complete. The new Comprehensive Plan became effective on November 28, 2016 and includes ROW allocation framework.	Completed in 2016.	
<b>END-OF-TRIP FACILITIES</b>					
5.1 Update the Seattle Municipal Code (SMC) bicycle parking requirements	SDOT will work with DPD to review the existing language and identify proposed changes.	SDOT has provided comment to DPD/SDC1 on land use code changes for bicycle parking.	Updates to the SMC are currently under review process and will be submitted to City Council at some point in the future.	SDC1 has submitted bicycle parking code updates to City Council Planning Land Use, and Zoning Committee with the intent to adopt in 2018.	SDC1 and SDOT are reviewing the language in the guidelines to identify potential changes to the land use code with a Joint directors rule between SDOT/SDC1 to be signed sometime in 2019.
5.2 Develop a bicycle Parking implementation program	SDOT will develop a methodology to identify and prioritize high-demand locations for bicycle parking in 2015, and will complete a Client Assistance Memo (CAM) for installation of private bicycle racks in the public right-of-way.	Internal guidelines for private bicycle rack installation in the public Right-of-Way are being developed and a CAM will be developed later in 2016.	SDOT will be developing an illustrated guide to bicycle parking to provide clearer and more direct assistance to business owners and developers that wish to install bike parking in the public right-of-way.	In addition to SDOT's current practices, SDOT will target schools and historic districts that have identified deficits in bicycle parking for new bike parking.	Bike Parking Guidelines will be publicly accessible online. PDD will partner with Bike Share program to install 1500 bike parking spaces during the one year bike share permit cycle.
5.3 Develop a process for abandoned bicycle removal with repurposing options	Abandoned bicycles that are tagged and removed by SDOT personnel are donated to BikeWorks.	SDOT will continue to remove abandoned bicycles from public bicycle racks after issuing a 72 hour notice.	SDOT will continue its current practices related to abandoned bicycles.	SDOT will continue its current practices related to abandoned bicycles.	SDOT will continue to monitor bicycle parking needs at existing and future stations, including those in ST3, Transit Plus Multi-Modal Corridor expansion program, and other high capacity transit locations.
5.5 Provide short- and long-term secure bicycle parking at high-capacity transit stations, transit hubs, and heavily-used bus stops	SDOT will partner with other agencies to coordinate the development of long-term secure bicycle parking.	Secured bicycle parking is incorporated in the Northgate and Judkins Park station designs. SDOT will continue to monitor needs at existing stations, future stations in ST3, and the Seattle RapidRide expansion program.	SDOT continues to monitor bicycle parking needs at existing and future stations, including those in ST3, Transit Plus Multi-Modal Corridor expansion program, and other high capacity transit locations.	SDOT continues to monitor bicycle parking needs at existing and future stations, including those in ST3, Transit Plus Multi-Modal Corridor expansion program, and other high capacity transit locations.	

BMP Strategy	Activity	2016 Status	2017 Status	2018 Status	2019 Status
<b>PROGRAMS</b>	<p>6.1 Develop a bicycle safety program</p> <p>SDOT will continue to build upon existing safety educational and encouragement programs, and create new programs. Towards this effort SDOT will:</p> <ol style="list-style-type: none"> <li>1. Provide bicycle education for primary school children</li> <li>2. Assess feasibility and cost of including middle school and high school roadway safety education [as part of the School Road Safety plan].</li> <li>3. Collaborate with partners to develop, strengthen, and distribute existing "Bike 101" materials to assist a wide range of current and new riders.</li> <li>4. Engage with Seattle Public Schools to continue Safe Routes to School partnerships for traffic safety education and encouragement of walking and biking to school.</li> </ol>	<p>1. SDOT is collaborating with Seattle Public Schools and Cascade Bicycle Club to develop a new pedestrian and bicycle safety curriculum that will be implemented in all public elementary schools. The curriculum program will be implemented in all 72 public K-5 and K-8 schools in September 2016.</p> <p>2. Pending the success of the elementary school program and funding availability, SDOT will expand the education program to middle and high school students in 2019.</p> <p>3. Collaborate with partners to develop existing "Bike 101" materials to assist a wide range of current and new riders.</p> <p>4. Engage with Seattle Public Schools to continue Safe Routes to School partnerships for traffic safety education and encouragement of walking and biking to school.</p>	<p>1. SDOT reached every 3rd, 4th, and 5th grade physical education class at Seattle Public Schools in partnership with Cascade Bicycle Club, and plans to continue to do so for the next seven years.</p> <p>2. SDOT will assess program expansion to middle school and high school classes.</p> <p>3. SDOT will continue to publish an annual printed bike map and distribute education and encouragement materials when projects such as the Westlake and Roosevelt Protected Bicycle Lanes are complete.</p> <p>4. Engage with Seattle Public Schools to continue Safe Routes to School partnerships for traffic safety education and encouragement of walking and biking to school.</p>	<p>1. SDOT continues supporting the in-class room education at all Seattle Public Schools.</p> <p>2. SDOT piloted in-classroom education in Seattle Middle Schools in fall 2018.</p> <p>3. SDOT continues to distribute education materials when new bicycle facilities are complete.</p> <p>4. SDOT will continue to participate in the School Traffic Safety Committee, engage with advocacy groups and the Seattle Public Schools to encourage walking and biking to school.</p>	<p>1. SDOT continues supporting the in-class room education at all Seattle Public Schools.</p> <p>2. SDOT piloted in-classroom education in Seattle Middle Schools in fall 2018.</p> <p>3. SDOT continues to distribute education materials when new bicycle facilities are complete.</p> <p>4. SDOT will continue to participate in the School Traffic Safety Committee, engage with advocacy groups and the Seattle Public Schools to encourage walking and biking to school.</p>

BMP Strategy	Activity	2016 Status	2017 Status	2018 Status	2019 Status
<b>PROGRAMS</b>					
<b>6.2 Improve wayfinding and trip-planning opportunities for people on bicycles</b>	<b>SDOT will update the printed bicycle map annually.</b>	On track.	SDOT continues to annually release a printed bicycle map. SDOT also released bicycle-related data to the public via data.seattle.gov, and is exploring more options to enhance public data availability.	SDOT continues to annually release a printed bicycle map. SDOT will utilize an updated bicycle wayfinding in delivery of new projects.	SDOT continues its current practices.
<b>6.4 Support economic and community development through bicycle related activities</b>	<b>SDOT will attend and support events with similar mission and focus that encourage neighborhood-level active transportation.</b>	SDOT will continue to attend and support events such as Summer Parkways, Bicycle Sundays, Kidical Mass, and the SR-520 bicycle ride.	SDOT will continue to attend and support events such as Summer Parkways, Bicycle Sundays, Kidical Mass, and other bicycle related activities.	SDOT will continue to attend and support events such as Bicycle Sundays, Kidical Mass, and other bicycle related activities.	SDOT will continue to attend and support events such as Bicycle Sundays, Kidical Mass, and other bicycle related activities.
		<b>SDOT will continue to work with CTR employers and TMP plans to provide bicycle workshops, co-sponsor the second Annual Employer Bike Summit, and promote the 2016 Bike Commute Challenge.</b>	In 2016 and 2017, 97 bike racks will be installed at locations outside Center City adjacent to CTR employer locations or buildings with Transportation Management Program requirements. This will program will result in public bike racks outside all CTR and TMP locations. Ten more bicycle commuter workshops will be conducted in 2016 and then again in 2017 [by Commute Seattle].	SDOT has installed public bike racks at all feasible CTR and TMP locations, and will continue to conduct bicycle commuter workshops and other programs.	SDOT continues to offer various bike events and programming for Seattle employers, which are often open to the public. 2019 programming will include May Bike to Work Day (Bike Month Celebration) and Bike 101 for employers.

BMP Strategy	Activity	2016 Status	2017 Status	2018 Status	2019 Status
<b>IMPLEMENTATION APPROACH</b>					
7.1 and 7.2 Develop and strengthen procedures and processes for bicycle project delivery	SDOT has a well-developed evaluation, design and public engagement process for neighborhood greenways. In 2016, SDOT will continue to use and refine this process, and will adapt it for other project types such as protected bicycle lanes. In addition, SDOT will: <ul style="list-style-type: none"> <li>Allow temporary implementation of bicycle facilities.</li> </ul>	SDOT will continue to conduct data driven planning processes, collecting quantitative “before” data and administering perception surveys as funding allows. SDOT will continue to support PARKing day type of temporary installation of bicycle facilities.	SDOT continues to refine our project delivery processes with a focus on internal collaboration. In 2018, we are conducting initial feasibility studies of bike projects that occur in corridors with high demand from other modes. This information will allow for more strategic investments.	SDOT continues to look at processes to assist in delivering projects on time and within budget.	
7.3 and 7.13 Review bicycle-related collisions, collision rates and frequencies over time and identify and implement safety strategies. Improve bicycle facilities as needed, based on performance criteria.	SDOT will build on the existing collision review program and will: <ul style="list-style-type: none"> <li>Analyze bicycle-involved collisions per facility type to identify trends, behaviors, and engineering solutions.</li> <li>Create a data-driven process to identify spot and/or corridor improvement projects</li> </ul> Develop a prioritized list of spot improvement projects.	SDOT is developing a Bicycle and Pedestrian Safety Analysis (BPSA) to address these concerns. The draft report is expected by the end of April and will help prioritize spot improvements for 2016 work program and beyond.	SDOT has completed development of the BPSA and will use this report to work towards proactively making Seattle's streets even safer. SDOT will continue to collaborate with SPD on increasing data sharing and data collection between the two departments.	SDOT launched Phase II of the BPSA in 2018. The results of the work will further allow SDOT to be proactive in making our streets safer.	SDOT expects to complete Phase II of the BPSA in 2019.
7.5 and 7.14 Create a multiuse trails upgrade and maintenance plan. Negotiate maintenance agreements with partners.	SDOT will develop a trails upgrade plan in 2015, which will guide future upgrades to the multi-use trails.	SDOT is developing a trails Upgrade Plan to guide future investments. The draft report is expected by the end of April. Updated maintenance agreements with partners will be worked on following the Trails Upgrade Plan efforts (timeline unknown).	SDOT has completed the Trails Upgrade Plan.	SDOT uses the Trails Upgrade Plan to guide maintenance and spot improvements throughout our Trail network.	SDOT continues to use the Trails Upgrade Plan to guide maintenance and spot improvements.

BMP Strategy	IMPLEMENTATION APPROACH	Activity	2016 Status	2017 Status	2018 Status	2019 Status
7.6 Update the Bicycle Master Plan	SDOT will update the Bicycle Master Plan every 5-7 years.		SDOT is required by Council Resolution to update the BMP and will begin work to update in 2018, aiming for a completed update in 2021, incorporating HALA and other major city initiatives.			The BMP update will begin in 2019.
7.10 – 7.12	Maintain on-street and off-street bicycle facilities. Consider maintenance costs, procedures, and long-term funding mechanisms are a part of all new bicycle facility projects. Encourage people to report improvements requests to SDOT	To address maintenance, SDOT will:  Create life-cycle costs per bicycle facility to better understand and gauge current and future maintenance needs.	As we continue to build protected bike lanes, tracking maintenance costs is important. SDOT is currently researching best practices from peer cities.	SDOT continues to research best practices related to maintenance costs for our newest facility types.	SDOT continues to research best practices related to maintenance costs for our newest facility types.	SDOT has allocated additional funds to facilitate maintenance of some of our most used facilities.
		Coordinate projects with Street Maintenance Paving plan.	As part of the 2016-2020 BMP IMP Plan, SDOT is coordinating upcoming paving projects and proposed bicycle facilities for better alignment.	As part of the 2017- 2021 Implementation Plan SDOT looked for opportunities to coordinate paving projects and proposed bicycle facilities.	As part of the 2018- 2022 Implementation Plan SDOT looked for opportunities to coordinate paving projects and proposed bicycle facilities.	As part of this 2019- 2024 Implementation Plan SDOT continues to look for opportunities to coordinate paving projects and proposed bicycle facilities, and will continue to do so in the future.
		Evaluate additional bike facility sweeping as part of the SPU/SDOT street sweeping program.	As the city builds a critical mass of protected bike lanes, SDOT will identify the most cost effective way to sweep bicycle facilities.	SDOT continues to research cost-effective ways to sweep our protected bike lanes.	SDOT continues to research cost-effective ways to sweep our protected bike lanes.	SDOT continues to research cost-effective ways to sweep our protected bike lanes.
		Continue to promote existing ways for people to report maintenance and improvements requests.	SDOT and the Mayor's Office are continuing to promote the web based, Find It, Fix It, application to improve reporting of maintenance requests.	SDOT and the Mayor's Office participate in Find It, Fix It walks with community members that aim to promote use of the app while reporting maintenance needs.	SDOT continued to utilize the Find It, Fix It app as well as participate in the Find It, Fix walks with community members.	SDOT continues to utilize the Find It, Fix It app as well as participate in the Find It, Fix walks with community members.
7.17	Establish a broad based funding approach	SDOT will continue to research and pursue grants, and other funding opportunities.	The Transportation Levy to Move Seattle was approved by voters in 2015. There is \$65M for bicycle improvements over the nine year levy timeframe.	SDOT continued to look for grant and partnership opportunities to deliver more and make the most out of our Move Seattle funding.	SDOT continued to look for grant and partnership opportunities. In 2018 SDOT received \$16 M from the Washington State Convention Center to build key elements for the Center City Bike Network.	

# APPENDIX 3: PROJECTS REMOVED SINCE 2017 IMPLEMENTATION PLAN

Due to the Levy to Move Seattle reset the below projects had to be removed or reduced in scope to fit within the fiscal constraints. Although removed from the BMP Implementation Plan, these projects remain in the long range Bicycle Master Plan adopted in 2014. SDOT will actively look for construction funding to build these projects within the Levy to Move Seattle time-frame.

PROJECTS REMOVED SINCE 2017 IMPLEMENTATION PLAN*			
Project Name	Type	Length (miles)	Removal Reason
35th Ave N PBLs (Paving Project)	PBL	1.2	Project scope reduced
N 40th St	PBL	0.29	Project scope reduced
Ballard/Crown Hill to Greenwood	NGW	2.6	Paving project changed scope to remove PBL
Beacon Hill to Mt Baker Phase 2	NGW	1.5	As a result of the 2018 Levy Assessment this project did not fit within the funding constraints
Fauntleroy Way SW PBL	PBL	1.3	The Levy Reset removed or re-scaled the project to fit within the funding constraints
Greenwood Ave N PBL	PBL	1.2	The Levy Reset removed or re-scaled the project to fit within the funding constraints
Montlake Blvd NE PBL	PBL	0.6	The Levy Reset removed or re-scaled the project to fit within the funding constraints
Northgate Light Rail Station Corridor - Segment 4	PBL	0.5	Timeline for this project is past 2024.
One Center City - Broad Street PBL	PBL	TBD	The Levy Reset removed or re-scaled the project to fit within the funding constraints
Roosevelt PBL Extension	PBL	0.5	The Levy Reset removed or re-scaled the project to fit within the funding constraints
S Henderson St/Seward Park Ave S	BL	0.7	The Levy Reset removed or re-scaled the project to fit within the funding constraints
Valley Street PBL	PBL	0.3	The Levy Reset removed or re-scaled the project to fit within the funding constraints
12th Ave NE PBL-NE 67th to NE 75th St	PBL	0.5	Partnership - AAC delayed to after the Levy
N 130th St 2021 Paving	PBL	1.6	Partnership - AAC delayed to after the Levy
SW Roxbury 2021 Paving	PBL	1	Partnership - AAC delayed to after the Levy
NW Market St 2020 Paving	BL	0.6	Partnership - AAC Extents changed
Market/45th Transit Improvement Area	TBD	0.5	No longer funded as a multi-modal corridor

PROJECTS REMOVED SINCE 2017 IMPLEMENTATION PLAN*			
Project Name	Type	Length (miles)	Removal Reason
Rainier Ave S Paving/RR	PBL	0.9	Project designed to match funding, focus on spot transit improvements
First Hill Streetcar: Broadway Extension	PBL	0.6	Partnership - Streetcar Project put on hold
Chief Sealth Trail Connections	TRL	0.3	City Light Coordination
Fauntleroy Way SW Boulevard	PBL	0.3	Postponed to optimize sound transit ST3 coordination
Madison MMC Complementary: 9th/University/Union	NGW	0.5	Madison Transit Plus Corridor selected Union routing as preferred alternative.
Madison MMC Complementary: Arthur/27th	NGW	0.8	Madison Transit Plus Corridor selected Union routing as preferred alternative.
Madison MMC Complementary: Thomas/24th	NGW	0.8	Madison Transit Plus Corridor selected Union routing as preferred alternative.
Madison MMC Complementary: Denny Way	NGW	0.76	Madison Transit Plus Corridor selected Union routing as preferred alternative.
15th Ave S AAC Coordination (16th Ave S NGW)	NGW	0.28	Complete streets recommended greenway on 16th Ave S : infeasible due to 15th and Columbia constraints
S Alaska St Connection: Columbia City	NGW	0.42	Removed due to design constraints & funding risk
S Alaska St PBL	PBL	0.29	Removed due to design constraints & funding risk
Myers Way S	PBL	1.24	Removed due to design constraints & funding risk
NE 100th St	PBL	0.3	The Levy Reset removed or re-scope the project to fit within the funding constraints
S Spokane St AAC	BL	0.39	The Levy Reset removed or re-scope the project to fit within the funding constraints
Center City - Vine St	TBD	TBD	The Levy Reset removed or re-scope the project to fit within the funding constraints
<b>Grand Total</b>		<b>22.77</b>	

# APPENDIX 4: OUTREACH

Below is a summary of outreach to date. For the full report go to: [seattle.gov/transportation/BMP](http://seattle.gov/transportation/BMP)

## *Outreach Summary*

**2019 - 2024**

## **BIKE MASTER PLAN IMPLEMENTATION PLAN**



In April the Seattle Department of Neighborhoods (DON) partnered with the Department of Transportation's (SDOT) to organize a community engagement strategy that supports the adoption of the [2019-2024 Bicycle Implementation Plan](#) by City Council. Below is an overview of our outreach and what we heard.

### **OUTREACH STRUCTURE**

With the goal of providing community members the opportunity to review the implementation plan, ask questions, and provide feedback, we organized [four community meetings](#) throughout Seattle, developed an online survey, and collected emails.

The community meetings and survey provided an avenue to listen to community members, understand how the implementation plan was perceived, and collect ideas on how we could improve the plan. We also learned about how future work can be more responsive to community needs. We asked the following questions.

#### **QUESTIONS**

1. What values do you hold when considering transportation in our city?
2. Does the implementation plan reflect your transportation values?
3. How does, or can, the plan support your travel to and from the places you want to go in the city?
4. How would you like us to continue engaging you and others in the design and construction of bicycle projects?

### **PARTICIPATION**

Hundreds of community members provided feedback to this project. More than 350 people attended a community meeting or filled out the online survey. 550 sent emails. We reviewed all the feedback collected through these media which ranged from specific needs to broad perspectives. The most prominent themes reflected in the feedback are outlined on the next page.

While we connected with many community members, it is important to note that the majority of people who participated in the community meetings were White. This was called out several times by meeting attendees in all locations. Additionally, many of the people who participated overall were familiar with bicycle infrastructure and rode bikes.



**City of Seattle**

## WHAT WE HEARD

We heard a variety of feedback from community members ranging from specific needs to broad perspectives. Below is a summary of the most prominent themes.

### **Values**

- Projects should address safety and connectivity and serve all ages and abilities.
- Climate change and transportation options (alternatives to SOVs) should be a priority as decisions are made.
- Equity should be centered in how investments are made and projects prioritized.
- The City should demonstrate transparency in how decisions are made and maintain integrity (follow through and a political commitment) in achieving goals.

### **Priority Projects and Connections**

- Connection from Duwamish Valley to Downtown through SODO
- Georgetown South Park Trail
- Connection through Southeast Seattle to Downtown
- Ballard Bridge
- Connection between Capitol Hill and Beacon Hill through 12<sup>th</sup> Avenue
- Improved bike infrastructure on 4<sup>th</sup> Avenue in Downtown

### **Program and Facility Needs**

- Maintenance of existing bike infrastructure
- Regular cleaning of debris and garbage from bike paths
- Repainting of pavement symbols
- Restoring infrastructure and signage when other capital projects have removed them
- Signage that explains connections and helps people biking (especially new riders) navigate during journeys

### **Engagement**

- Increased coordination among programs and departments to reduce the number of meetings.
- Transparency in how decisions are made.
- Active communication with community members.
- All people impacted by a project should be engaged including pedestrians and people who ride bus, drive and bike and neighbors.
- Communities of color, people living outside, families, people of all ages and abilities, and people new to biking should be engaged in project development.

## NEXT STEPS

### Revise →

Incorporate the feedback collected into the [2019-2024 Bicycle Implementation Plan](#).

### Adopt →

Present the new implementation plan to City Council for adoption. Community members can watch Council's discussion on the [Seattle Channel](#) or by attending the meeting on June 18, 2019.

### Implement →

Implement the projects included in the plan over the next six years. Community members can participate in the planning and design of future projects. Find out more at: [seattle.gov/transportation/BMP](http://seattle.gov/transportation/BMP).



**City of Seattle**



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